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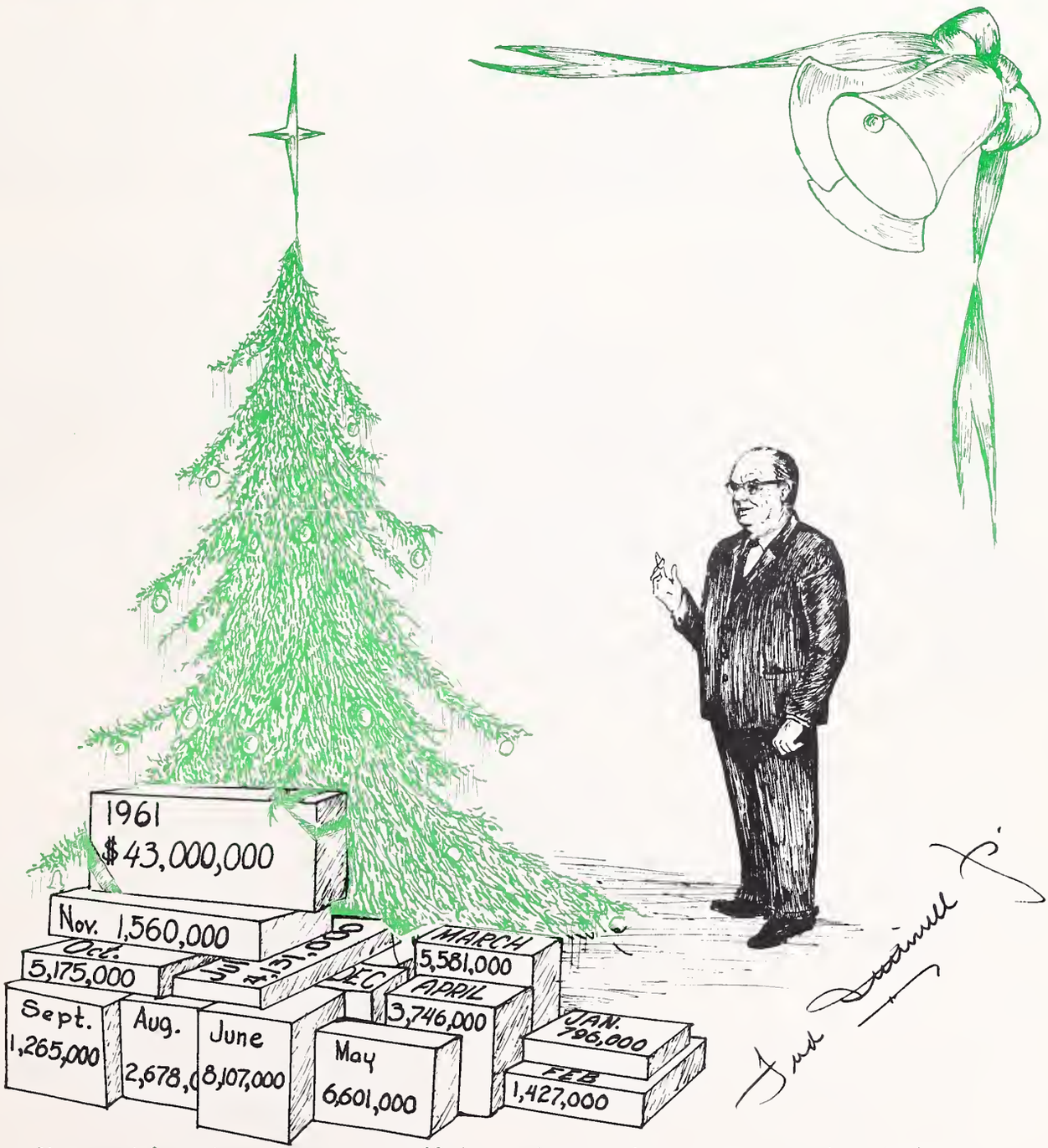
THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. IV., No. 11. December, 1961



It is gratifying to me to see our efforts & planning bring a new record in highway construction in 1961. Without your help & cooperation this would have been impossible. Thanks and my best wishes for a Merry Christmas
Happy New Year

AWARD SHEET — Letting November 29, 1961

Project No.	Amount of Bid	Bidder	Address
F 84(30) Unit 1 West of Wolf Point-North Dakota Line Road Roosevelt County	$ 234,300.24	Schultz & Lindsay Const. Co.	Fargo, N. D.
F 144(6) Unit 2 First Avenue North in Glasgow Valley County (Traffic Signals)	$ 15,792.12	Watters Const. Co.	Helena, Mont.
F 157(16) Unit 2 Miles City-Jordan Road Custer County (Structure)	$ 34,756.77	Otto J. Eickhof & Sons, Inc.	Crookston, Minn.
U-FG 228(16) Laurel-Billings Road Yellowstone County (And Structures)	$1,043,348.05	Schultz & Lindsay Const. Co.	Fargo, N. D.
U 249(14) U2 & U-UG 376 (3) U2 Euclid Ave., Lyndale Ave. Benton to Last Chance Gulch Lewis & Clark County (Traffic Signals)	$ 15,540.92	Allen Electric Co.	Helena, Mont.
S 325(1) Unit 2 Libby-Fish Hatchery Road Lincoln County (Structure)	$ 46,020.42	C. B. Lauch Const. Co.	Great Falls, Mont.
S 333(2) Sayle East Road Powder River County	$ 185,758.38	Hilling Const. Co., Inc.	Williston, N. D.

Total for Month—$1,559,724.78
Total for Year—$41,091,137.15

All Projects awarded to low bidder except No. 2 which was rejected, to be re-advertised at Letting on Dec. 20, 1961.

UNDERSTANDING PROBLEMS

Training-in-Service Dept.

No element of supervision is more important than positive decisions supported by positive actions. Likewise, no element of supervision is more detrimental than indecision and lack of action.

Supervisors may make mistakes, but so what? Anyone who ever does anything at sometime or another makes mistakes. The leaders and executives of industry are continually making decisions. They have become leaders and executives because they are capable of making decisions while others dodge the issues.

These men have been spoken of as, "people who make decisions that are sometimes right." It is more than this however, they usually have a good batting average of making correct decisions. The underlings and unhappy ones in any field are those who avoid, procrastinate or unduly delay making decisions because of a fear of error and/or responsibility.

Most supervisors are in-betweens in decision making. In other words, no one is perfect and likewise no one in a supervisory position is devoid of decision making. By asking yourself the following questions and answering them as honestly as you can, you, who are or desire to become supervisors, may find that you can get through a tough day without walking the tightrope of frustration.

These questions are designed for you to know yourself more fully, inasmuch as recognizing and understanding a problem is a major part of the solution.

Do I understand my fears? When am I most likely to get tied up in knots? What causes me to worry?

Do I deal constructively with on-the-job problems? Am I willing to compromise when I have the facts?

Do I always have my own way? Can I tolerate interruptions or do they upset me?

Do I analyze the mistakes I make or am I making excuses for them? What are my biggest mistakes? Do I repeat the same mistakes?

Do I know the most common thing that causes me to "blow my top?" When things go wrong, am I cool, calm and collected?

Do I insist on taking credit for the work of my employees or do I take time to pat people on the back when they deserve it?

Do my subordinates think I am cooperative and flexible? What makes it difficult for me to adjust to new situations?

Do I become ill too often? If I do, when am I apt to feel worse? Is it when things go wrong?

Do I complain too much about some of, or all of, my employees? What is my biggest complaint? Is it something I can do anything about?

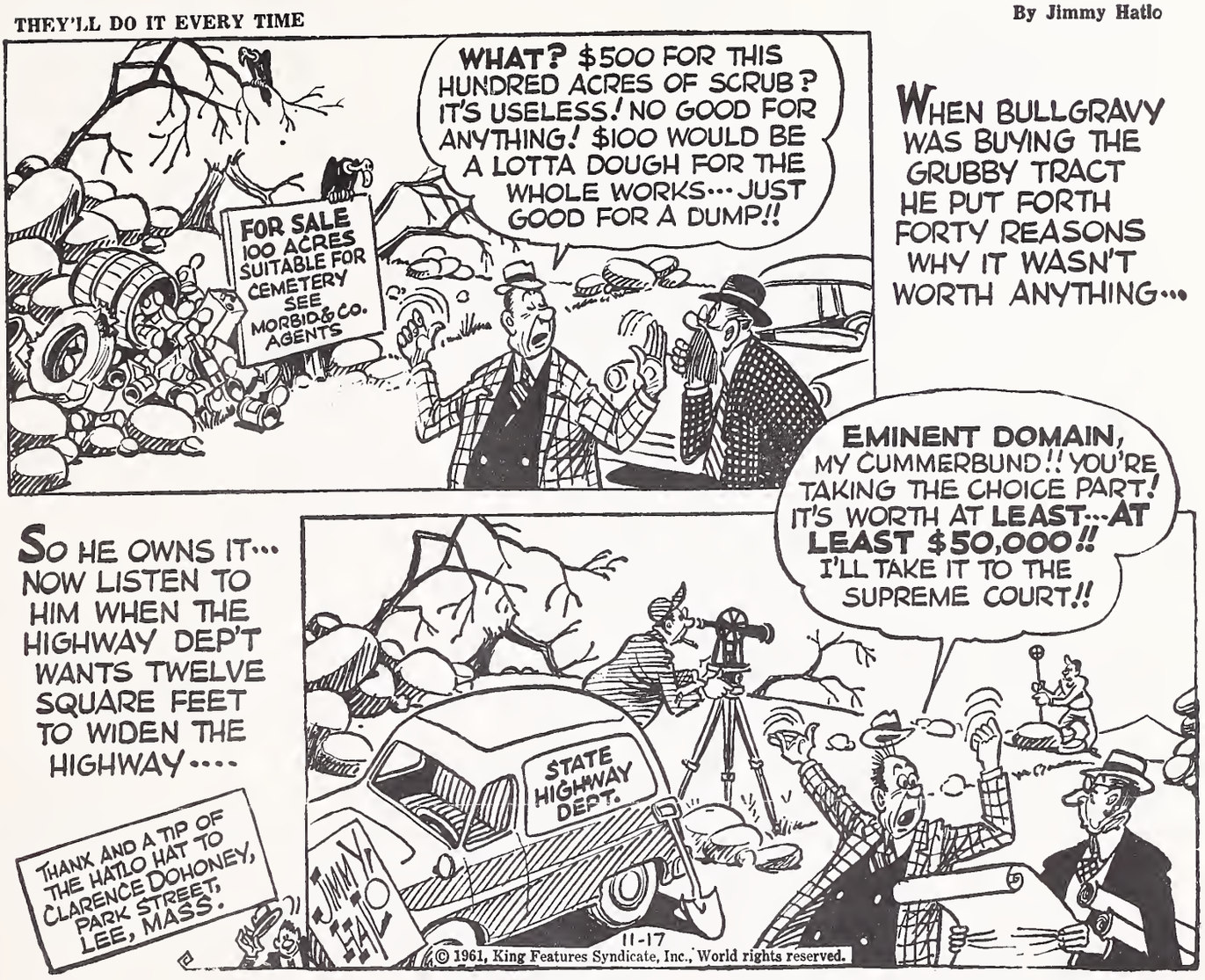
You cannot answer these questions by looking at your shadow. It will require a hard, long look at your substantial self.

SERVICE AWARDS FOR DECEMBER

Mr. William K. Brittain heads the list of distinguished employees to receive service awards this month. Bill, our District Engineer at Glendive was presented a gold pin for 35 years service to the Highway Department and the State of Montana. He is followed by Arthur A. Anderson of Great Falls with 30 years; Byron F. Black of the Missoula Division with 25; Wilbur Halberg and Russell Thompson of Missoula with 20 years; Henry Newell of Glendive with 20 and Mabel Wohl of Great Falls with 20. 15 persons received 15-year awards; 14 were presented 10-year pins, and 24 received an award for five years service. Congratulations to these 60 persons who have served their state a total of 6,559 years.

! ! ! HERE'S A TIMELY CARTOON ! ! !

Read Text Below Too


THEY'LL DO IT EVERY TIME
By Jimmy Hatlo
WHAT? $500 FOR THIS HUNDRED ACRES OF SCRUB? IT'S USELESS! NO GOOD FOR ANYTHING! $100 WOULD BE A LOTTA DOUGH FOR THE WHOLE WORKS··· JUST GOOD FOR A DUMP!!
FOR SALE 100 ACRES SUITABLE FOR CEMETERY SEE MORBID & CO. AGENTS
WHEN BULLGRAVY WAS BUYING THE GRUBBY TRACT HE PUT FORTH FORTY REASONS WHY IT WASN'T WORTH ANYTHING···
EMINENT DOMAIN, MY CUMMERBUND!! YOU'RE TAKING THE CHOICE PART! IT'S WORTH AT LEAST···AT LEAST $50,000!! I'LL TAKE IT TO THE SUPREME COURT!!
SO HE OWNS IT··· NOW LISTEN TO HIM WHEN THE HIGHWAY DEP'T WANTS TWELVE SQUARE FEET TO WIDEN THE HIGHWAY····
STATE HIGHWAY DEPT.
THANK AND A TIP OF THE HATLO HAT TO CLARENCE DOHONEY, PARK STREET, LEE, MASS.
JIMMY HATLO
11-17
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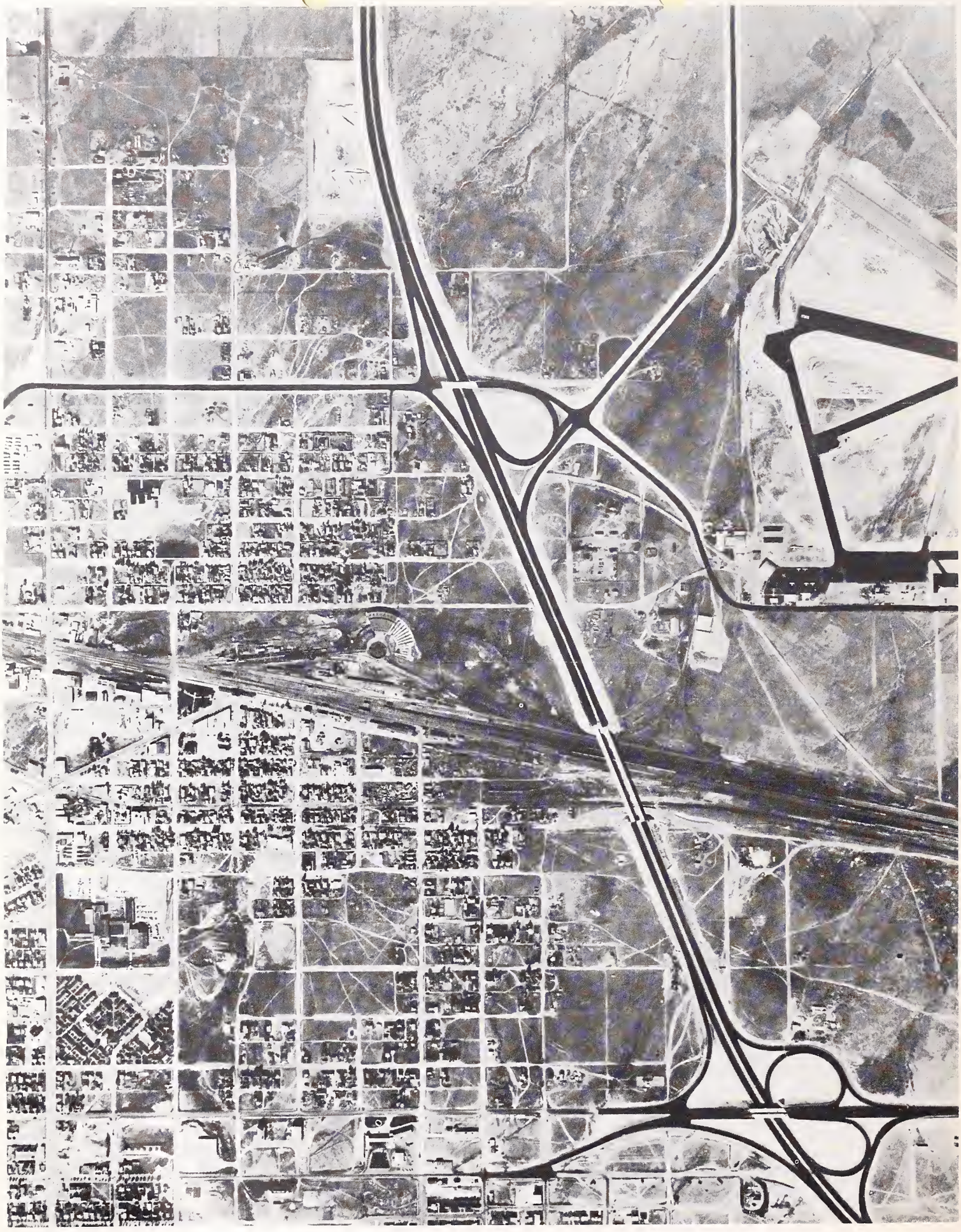
"They'll Do It Every Time" is the constant title of daily cartoons produced by world-famous Jimmy Hatlo. Hundreds and hundreds of daily newspapers subscribe for the outstanding Hatlo feature, merchandised by King Features, Inc., New York City. Permission was granted Montana Automobile Association by the artist and King Features, Inc. to use the cartoon in the manner it is employed here. No need to elaborate on the subject matter, the cartoon speaks for itself. Presented in the interest of Better Highways for Montana by Montana Automobile Association.

BETTER HIGHWAYS
BUILD MONTANA

APPRAISAL SCHOOL HELD IN HELENA

Right-of-Way agents from all five districts were in attendance at the Real Estate Appraisal School held in Helena from December 4 through December 16.

The two-week, condensed course included all phases of appraisal, and was conducted by Scott Johnson of the Montana Highway Department, and Dick Hoover, of Wilcox and Associates of Missoula. Dick was formerly chief appraiser for the Washington Highway Commission, and has been working as a free enterpriser in Montana recently. Both of these men are eminently qualified as instructors, and the men attending the course attest to their qualifications.



HELENA'S NEW LOOK. This photo of the Eastern edge of Helena shows how the two new interchanges will look upon their completion. The Capitol Interchange, at the bottom of the picture is now partially in use, and the Cedar Street Interchange, on further north, will provide Helena with access to and from Interstate Highway 15. New work on the airport was completed this fall, and shows up as if our artist had superimposed the new runway and taxiways.

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID PRIMARY PROJECTS		
109	F - 102 (2)	12-29-61	2,399 foot aluminum guard rail . (Montana 35 - Near Big Fork) .
110	F - 270 (11)	12-29-61	1,477 foot aluminum guard rail . (U. S. 93 - Kalispell North) .
111	FHP 13 - F6*	1961	2.1 miles grading, drainage, and surfacing . (U. S. 2 - East of West Glacier) .
112	F - 185 (6) U 1	6-15-62	0.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (U. S. 10 - West of Livingston) .
	F - 185 (6) U 3	12-29-61	0.3 miles fencing . (U. S. 10 - West of Livingston) .
113	F 26 (6) U 1 & F 333 (27) U1	12-29-61	11.2 miles grading, cement stabilized base, drainage, surfacing, plant mix bituminous and seal coat oiling . (Montana 19 E - Grass Range North) .
	F - 333 (27) U 2	12-29-61	Four prestressed concrete beam bridges . One 92 foot McDonald Creek, One 82 foot Chippewa Creek, One 92 foot Ford's Creek, One 82 foot Little Box Elder Creek . (Montana 19 E - Grass Range - North) .
114	FHP 32 - 1 (1) *	1962	26.9 miles plant mix bituminous surfacing . (U. S. 89 - South of Neihart) .
115	U - FG 228 (16)	11-30-63	1.5 miles grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling. One concrete underpass - N.P. R.R. (U. S. 10 - In Billings) .
117	NP 4A4 & 14A *	12-29-61	10.9 miles grading, drainage, surfacing, and bituminous surface treatment . (Montana 17 - Northwest of East Glacier) .
118	FHP 20 - B *	12-29-61	9.4 miles grading, drainage, and four 60 foot concrete slab bridges . Three over Trail Creek and one over Ruby Creek (Montana 43 - West of Wisdom) .
119	U-F-FG 395 (4)	12-29-61	One 1126 foot steel riveted plate girder bridge - GN RY and Missouri River . (U. S. 87 - ByPass - Great Falls North) .
123	F 191 (20) U 1	12-29-61	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 93 - North of Polson) .
126	F 86 (20) U 1	9-15-62	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 12 - East of Miles City) .
127	F 184 (14)	12-29-61	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - North and South of Deer Lodge) .
130	F-FG 215 (7)	6-30-63	0.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 972 foot steel and concrete bridge - C.M.S.T. P&P RY and Clark Fork (U. S. 93 - In Missoula) .
132	F 260 (9)	12-29-61	20,175 foot steel guard rail . (U. S. 2 - West Glacier East) .
134	F 156 (11) U 2	12-29-61	One 138 foot prestressed concrete beam bridge - Pumpkin Creek . (U. S. 212 - South of Miles City) .
135	F 103 (10) U 1 & F 333 (28)U1	7-15-62	11.5 miles grading, cement stabilized base surfacing, drainage, plant mix bituminous and seal coat oiling. Widen 57 & 75 foot treated timber bridges to 36 foot - Box Elder Creek . (Montana 19 - Roy Northeast) .
138	FHP 42 - M *	1962	2.2 miles grading, drainage, aggregate surfacing and bituminous surface treatment. Widening of 105 foot Reinforced Concrete Girder Bridge - Grayling Creek . (U. S. 191 - North of West Yellowstone) .
141	F - 144 (6)	7-30-62	4.7 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber bridge - Goudge Coulee . (U. S. 2 - Glasgow East) .
142	F - 156 (10) U1 & F 156 (11)U2	9-15-62	13.2 miles grading, drainage, surfacing, plant mix bituminous surfacing . (U. S. 212 - Southeast of Miles City) .
144	F - 180 (4) & U - 277 (5)	12-29-61	3.2 miles minor grading, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 87 & 89 - In Great Falls) .
	FEDERAL AID SECONDARY PROJECTS		
201	S - 6 (4)	9-15-62	7.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Townsend) .
202	S - SG - 272 (2)	12-29-61	1.7 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (Southeast of Frenchtown) .
203	S - 258 (4)	8-31-62	7.8 miles grading, drainage and aggregate surfacing . (Junction Montana 20 East Van Norman South) .
204	S - 32 (11)	12-29-61	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (Richey Northwest & Southeast) .
205	S - 399 (12)	7-31-62	1.0 mile grading, drainage and aggregate surfacing. One 132 foot prestressed concrete beam bridge - Flatwillow Creek (North of Melstone) .
206	S - 49 (7) U 1	9-1-62	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 29 foot - treated timber bridge - North Fork Smith River (White Sulphur Springs Northwest) .
207	S - 7 (6) U 1	12-29-61	6.5 miles (1.9 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (East of Kalispell) .
208	FLH - 9 (1) U 1	9-1-62	5.2 miles grading, drainage, plant mix bituminous and seal coat oiling . (St. Xavier Southwest) .
209	S - 65 (4)	12-29-61	4.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (Southeast of Big Fork) .
210	S - 325 (1) U 2	8-31-62	One 122 foot prestressed concrete beam bridge - Libby Creek (Southeast of Libby) .
211	S - 333 (2)	9-1-62	5.3 miles grading, drainage, aggregate surfacing . (Southwest of Broadus) .
212	S - 290 (12)	7-30-63	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 708 foot riveted plate girder bridge - Missouri River. (Fort Benton Southeast) .
215	ERFO - 40 (1)*	1961	3.8 miles grading . (Through Earthquake Slide - Southeast of Ennis) .
219	S - 258 (3)	12-29-61	6.7 miles grading, drainage, and aggregate surfacing . (North of Rock Springs) .
225	S - 13 (5)	12-29-61	5.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Rudyard North) .
227	S - 328 (1)	12-29-61	1.2 miles grading, drainage, aggregate surfacing, road mix bituminous and seal coat oiling . Two prestressed concrete beam bridges, One 173 foot - West Fork Bitterroot River, One 198 foot - East Fork Bitterroot River . (South of Darby) .
228	S - 368 (13)	7-30-62	0.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Junction U. S. 2 - East of Glasgow - North) .
	S - 368 (14)	7-30-62	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (Junction U. S. 2 - East of Glasgow - South) .
229	S - 73 (4)	8-1-62	8.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (East of Reserve) .
230	S - 121 (3)	7-15-62	5.3 miles grading, drainage, and aggregate surfacing . (Utica East) .
233	S - 167 (6)	7-15-62	5.0 miles grading, drainage, surfacing and bituminous surface treatment . (Northwest of Harrison) .
236	S - 260 (3) U 1	12-29-61	11.4 miles aggregate surfacing and plant mix bituminous oiling . (Lodge Grass - West) .
237	S - 50 (4)	12-29-61	8.0 miles grading, drainage and aggregate surfacing . (South of Hysham) .
240	S - 291 (6)	6-30-62	5.4 miles grading, cement stabilized base - drainage, plant mix bituminous and seal coat oiling . (Northwest of Avon) .
243	S - 179 (4)	8-15-62	6.3 miles grading, drainage and aggregate surfacing . (Hogeland West) .
	OFF SYSTEM PROJECTS		
301	FHP - 2 - A2, B2, & 12-A2*	1961	7.2 miles grading and aggregate base. (Two Medicine Road & Approach - Northwest of East Glacier) .
302	NP - 8 - A2*	1962	0.5 miles grading, drainage, surfacing and bituminous surfacing - One 160 foot concrete girder bridge - McDonald Creek . (In Glacier Park - North of West Glacier) .
303	R - AD - 7 (1)*	1962	8.7 miles grading, drainage and aggregate surfacing . (Brooks East) .

* - - - - - - - - - - Bureau of Public Roads Projects.

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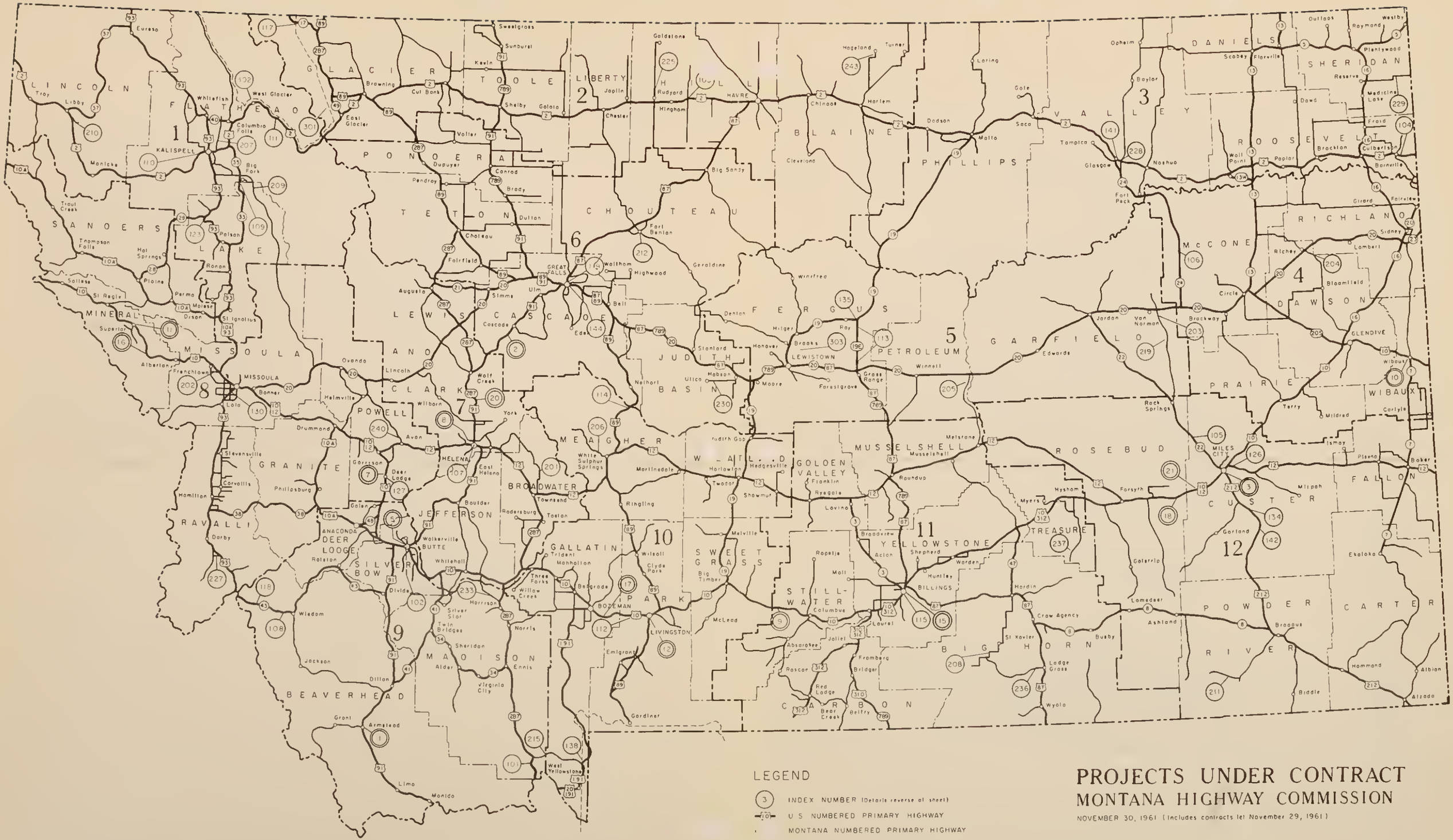

LEGEND

- (3) INDEX NUMBER (Details reverse of sheet)
- (10) U S NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT
MONTANA HIGHWAY COMMISSION

NOVEMBER 30, 1961 (Includes contracts let November 29, 1961)

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID INTERSTATE PROJECTS		
1	I 15-1 (11) 37 U 1	9-30-62	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - South to North of Armstead).
	I 15-1 (11) 37 U 2	6-30-62	Four prestressed concrete beam structures. One 143 foot - Red Rock River, One 107 foot - County Road Separation, One 153 foot - Horse Prairie Interchange, One 173 foot - Beaverhead River. (U. S. 91 - South to North of Armstead).
	I 15-1 (11) 37 U 3	12-29-61	7.8 miles fencing and cattle guards. (U. S. 91 - South to North of Armstead).
2	I 15-5 (13) 239 U 1	6-30-62	9.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Same construction on frontage road. (U. S. 91 - South to North of Cascade).
	I 15-5 (13) 239 U 2	12-29-61	Four prestressed concrete beam structures. One 133 foot - Tintinger Interchange, One 82 foot - Frontage Road Separation, One 138 foot - South Cascade Interchange, One 123 foot - North Cascade Interchange. (U. S. 91 - South to North of Cascade).
	I 15-5 (13) 239 U 3	6-30-62	9.7 miles fencing. (U. S. 91 - South to North of Cascade).
3	I 94-4 (6) 136 U 1	9-15-62	11.6 miles grading, drainage, aggregate surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling. Three 20 foot and two 10 foot concrete slab junior grade separations. One 168 foot prestressed concrete beam structure - Baker Road Interchange U. S. 12. (U. S. 10 - Milas City - East).
	I 94-4 (6) 136 U 2	10-16-62	11.6 miles fencing. (U. S. 10 - Milas City - East).
5	I 15-2 (14) 127 U 1	10-1-63	2.7 miles four lane divided, grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling. (U. S. 91 - In Butte).
	I 15-2 (14) 127 U 2	10-1-62	2.7 miles fencing. (U. S. 91 - In Butte).
7	I 90-3 (8) 180 U 1	12-29-61	8.6 miles (1.0 mile four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - North and South of Deer Lodge).
	I 90-3 (8) 180 U 3	12-29-61	8.6 miles fencing. (U. S. 10 - North and South of Deer Lodge).
	I 90-3 (10) 180	12-29-61	8.6 miles signing and delineation. (U. S. 10 - North and South of Deer Lodge).
8	I-IG-ING 15-4 (4) 182 U 2	12-29-61	2.8 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Dual 260 foot steel girder bridges - Underpass - Colonial Club Interchange. (U. S. 91 - Helena - South).
	I 15-4 (10) 182	12-29-61	2.8 miles signing and delineation. (U. S. 91 - Helena - South).
	I-IG-ING 15-4 (4) 182 U 4	6-30-62	1.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - In Helena).
	I 15-4 (5) 185 U 1	6-30-62	One 243 foot steel and concrete bridge - Underpass - Cedar Street Interchange. One 215 foot prestressed concrete beam bridge - Underpass - York Road Separation. (U. S. 91 - In Helena).
	I-IG-ING 15-4 (4) 182 U 6 &		
	I 15-4 (5) 185 U 2	6-30-62	1.3 miles fencing and cattle guards. (U. S. 91 - In Helena).
9	I 90-8 (7) 394	12-29-61	One 558 foot - Riveted Plate Girder Bridge - Yellowstone River. (U. S. 10 - West of Columbus).
10	I 94-7 (4) 233 U 1	9-30-62	7.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling, fencing and weigh station. (U. S. 10 - Dawson, Wibaux County line to Wibaux).
	I 94-7 (4) 233 U 2	9-30-62	8.1 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling, fencing and cattle guards. (U. S. 10 - Wibaux to North Dakota State Line).
	I 94-7 (3) 240	11-30-62	Three prestressed concrete beam structures. One 163 foot - West Wibaux Interchange, One 286 foot - Beaver Creek, One 173 foot - East Wibaux Interchange, and fencing). (U. S. 10 - At Wibaux).
11	I 90-1 (6) 43 U 1	12-29-61	6.7 miles (1.2 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One concrete slab junior grade separation. (U. S. 10 - North and South of Superior).
	I 90-1 (15) 43	12-29-61	6.7 miles signing and delineation. (U. S. 10 - North and South of Superior).
12	I-IG 90-7 (9) 327 U 1	6-15-62	11.8 miles (11.0 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Construction of irrigation and water supply facilities. (U. S. 10 - West and East of Livingston).
	I-IG 90-7 (9) 327 U 2	12-29-61	Ten prestressed concrete beam structures. Dual 113 foot overpasses - West Interchange, Dual 251 foot overpasses - South Interchange, Dual Junior Grade Separation - Farm Road, Dual 128 foot overpasses, Swingly Interchange, One 279 foot Underpass - East Interchange, One 210 foot Underpass - Mission Interchange. (U. S. 10 - West and East of Livingston).
	1-IG 90-7 (9) 327 U 3	12-29-61	11.8 miles fencing and cattle guards. (U. S. 10 - West and East of Livingston).
15	I 90-8 (10) 451	12-29-61	930 and 945 foot (dual) steel riveted plate girder bridges - Yellowstone River. (U. S. 10 - East of Billings).
16	I 90-1 (7) 60 U 1	12-29-61	5.0 miles signing and delineation. (U. S. 10 - Southeast of Superior).
17	I-IG 90-6 (2) 309 U 1	9-15-62	5.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Four prestressed concrete beam structures. Dual 113 foot overpasses - Bear Creek Interchange. Dual 128 foot overpasses - Trail Creek Interchange. Dual 335 foot steel and concrete overpasses - NP Ry. (U. S. 10 - East of Bozeman).
	1-IG 90-6 (2) 309 U 2	9-15-62	5.3 miles fencing. (U. S. 10 - East of Bozeman).
18	I 94-4 (3) 114 U 1 &		6.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - East of Forsyth).
	I 94-4 (9) 119 U 1		
	I 94-3 (3) 114 U 2	5-31-62	One 82 foot prestressed concrete beam bridge - Graveyard Creek. One 17 foot concrete slab, junior grade separation - Stockpass. (U. S. 10 - East of Forsyth).
	I 94-3 (3) 114 U 3 &	7-1-62	6.2 miles fencing. (U. S. 10 - East of Forsyth).
	I 94-4 (9) 119 U 2		
19	I 90-8 (8) 438 U 2	12-29-61	6.4 miles fencing. (U. S. 10 - West of Billings).
20	I 15-4 (9) 194 U 1	8-30-63	12.7 miles (7.7 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling Dual 118 foot prestressed concrete beam overpasses - Gates of the Mountain Interchange. (U. S. 91 - North of Helena).
	I 15-4 (9) 194 U 2	9-15-62	12.7 miles fencing and cattle guards. (U. S. 91 - North of Helena).
	I 15-4 (12) 207 U 1	9-15-62	3.4 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - North of Helena).
	I 15-4 (12) 207 U 2	7-31-62	Dual prestressed concrete beam structures. 113 foot - Sieben Interchange. One 63 foot treated timber bridge - Little Prickly Pear Creek on frontage road. (U. S. 91 - North of Helena).
21	I 94-4 (8) 120 U 1	9-15-62	7.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - West of Miles City).
	I 94-4 (8) 120 U 2	5-31-62	One 173 foot prestressed concrete beam bridge - Underpass - Moon Creek Road Interchange. (U. S. 10 - West of Miles City).
	I 94-4 (8) 120 U 3	5-31-62	7.3 miles fencing. (U. S. 10 - West of Miles City).
	FEDERAL AID PRIMARY PROJECTS		
101	FHP 60-A*	1961	8.9 miles grading, drainage, surfacing, and bituminous surface treatment. One 260 foot prestressed concrete girder bridge - Madison River. (Montana 287 - South of Ennis).
102	F - 207 (8)	10-15-62	0.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - In Butte).
	F - 279 (4)	10-15-62	0.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 ByPass - In Butte).
103	AR 302-0061-05-0012	12-29-61	Repair 120 foot concrete T beam bridge - Sage Creek. On F - 132 (6). (U. S. 2 - West of Havre).
104	F - 84 (30) U 1	9-1-62	10.9 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 2 - Bainville East).
105	F - 157 (16) U 2	7-31-62	One 102 foot prestressed concrete beam bridge - Grimes Creek. (Montana 22 - Northwest of Miles City).
106	F - 315 (15)	9-15-62	12.1 miles grading, drainage, aggregate surfacing. (Montana 24 - Southeast of Fort Peck).
107	F - 214 (3) U 1	12-29-61	1.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - In Helena).
	F - 214 (4)	12-29-61	0.7 miles signing and delineation. (U. S. 91 - In Helena)
	U-249 (14) U 1 &	7-31-62	0.5 miles four lane divided, grading, aggregate surfacing and Portland Cement concrete paving. One 206 foot prestressed concrete beam overpass - G.N. RY. (U. S. 10 ByPass - In Helena)
	U - UG 376 (3) U 1		
	U - 249 (14) U 2 &	7-31-62	Traffic controls on Euclid Avenue, Lyndale Avenue, Benton Avenue to Last Chance Gulch. (U. S. 10 ByPass - In Helena)
	U - UG - 376 (3) U 2		
108	F - 42 (1) U 1	8-31-62	9.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 43 - Wisdom West).

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID PRIMARY PROJECTS		
109	F - 102 (2)	12-29-61	2,399 foot aluminum guard rail. (Montana 35 - Near Big Fork).
110	F - 270 (11)	12-29-61	1,477 foot aluminum guard rail. (U. S. 93 - Kalispell North).
111	FHP 13 - F6*	1961	2.1 miles grading, drainage, and surfacing. (U. S. 2 - East of West Glacier).
112	F - 185 (6) U 1	6-15-62	0.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - West of Livingston).
	F - 185 (6) U 3	12-29-61	0.3 miles fencing. (U. S. 10 - West of Livingston).
113	F 26 (6) U 1 & F 333 (27) U1	12-29-61	11.2 miles grading, cement stabilized base, drainage, surfacing, plant mix bituminous and seal coat oiling. (Montana 19 E - Grass Range North).
	F - 333 (27) U 2	12-29-61	Four prestressed concrete beam bridges. One 92 foot McDonald Creek, One 82 foot Chippewa Creek, One 92 foot Ford's Creek, One 82 foot Little Box Elder Creek. (Montana 19 E - Grass Range - North).
114	FHP 32 - 1 (1) *	1962	26.9 miles plant mix bituminous surfacing. (U. S. 89 - South of Neihart).
115	U - FG 228 (16)	11-30-63	1.5 miles grading, drainage, cement stabillzed base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling. One concrete underpass - N.P. R.R. (U. S. 10 - In Billings).
117	NP 44A & 14A *	12-29-61	10.9 miles grading, drainage, surfacing, and bituminous surface treatment. (Montana 17 - Northwest of East Glacier).
118	FHP 20 - B *	12-29-61	9.4 miles grading, drainage, and four 60 foot concrete slab bridges. Three over Trail Creek and one over Ruby Creek (Montana 43 - West of Wisdom).
119	U-F-FG 395 (4)	12-29-61	One 1126 foot steel riveted plate girder bridge - GN RY and Missouri River. (U. S. 87 - ByPass - Great Falls North).
123	F 191 (20) U 1	12-29-61	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 93 - North of Polson).
126	F 86 (20) U 1	9-15-62	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 12 - East of Miles City).
127	F 184 (14)	12-29-61	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - North and South of Deer Lodge).
130	F-FG 215 (7)	6-30-63	0.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 972 foot steel and concrete bridge - C.M.S.T. P&P RY and Clark Fork (U. S. 93 - In Missoula).
132	F 260 (9)	12-29-61	20,175 foot steel guard rail. (U. S. 2 - West Glacier East).
134	F 156 (11) U 2	12-29-61	One 138 foot prestressed concrete beam bridge - Pumpkin Creek. (U. S. 212 - South of Miles City).
135	F 103 (10) U 1 & F 333 (28)U1	7-15-62	11.5 miles grading, cement stabilized base surfacing, drainage, plant mix bituminous and seal coat oiling. Widen 57 & 75 foot treated timber bridges to 36 foot - Box Elder Creek. (Montana 19 - Roy Northeast).
138	FHP 42 - M *	1962	2.2 miles grading, drainage, aggregate surfacing and bituminous surface treatment. Widening of 105 foot Reinforced Concrete Girder Bridge - Grayling Creek. (U. S. 191 - North of West Yellowstone).
141	F - 144 (6)	7-30-62	4.7 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber bridge - Gouge Coulee. (U. S. 2 - Glasgow East).
142	F - 156 (10) U1 & F 156 (11)U2	9-15-62	13.2 miles grading, drainage, surfacing, plant mix bituminous surfacing. (U. S. 212 - Southeast of Miles City).
144	F - 180 (4) & U - 277 (5)	12-29-61	3.2 miles minor grading, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 87 & 89 - In Great Falls),
	FEDERAL AID SECONDARY PROJECTS		
201	S - 6 (4)	9-15-62	7.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Townsend),
202	S - 83 - 272 (2)	12-29-61	1.7 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Southeast of Frenchtown).
203	S - 258 (4)	8-31-62	7.8 miles grading, drainage and aggregate surfacing. (Junction Montana 20 East Van Norman South).
204	S - 32 (11)	12-29-61	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Richey Northwest & Southeast).
205	S - 399 (12)	7-31-62	1.0 mile grading, drainage and aggregate surfacing. One 132 foot prestressed concrete beam bridge - Flatwillow Creek (North of Melstone).
206	S - 49 (7) U 1	9-1-62	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 29 foot - treated timbar bridge - North Fork Smith River (White Sulphur Springs Northwest).
207	S - 7 (6) U 1	12-29-61	6.5 miles (1.9 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (East of Kalispell).
208	FLH - 9 (1) U 1	9-1-62	5.2 miles grading, drainage, plant mix bituminous and seal coat oiling. (St. Xavier Southwest).
209	S - 65 (4)	12-29-61	4.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Southeast of Big Fork),
210	S - 325 (1) U 2	8-31-62	One 122 foot prestressed concrete beam bridge - Libby Creek (Southeast of Libby).
211	S - 333 (2)	9-1-62	5.3 miles grading, drainage, aggregate surfacing. (Southwest of Broadus).
212	S - 290 (12)	7-30-63	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 708 foot rivsted plate girder bridge - Missouri River. (Fort Benton Southeast).
215	ERFO - 40 (1)*	1961	3.8 miles grading. (Through Earthquake Slide - Southeast of Ennis).
219	S - 258 (3)	12-29-61	6.7 miles grading, drainage, and aggregate surfacing. (North of Rock Springs).
225	S - 13 (5)	12-29-61	5.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Rudyard North).
227	S - 328 (1)	12-29-61	1.2 miles grading, drainage, aggregate surfacing, road mix bituminous and seal coat oiling. Two prestressed concrete beam bridges, One 173 foot - West Fork Bitterroot River, One 198 foot - East Fork Bitterroot River. (South of Darby),
226	S - 368 (13)	7-30-62	0.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow - North).
	S - 368 (14)	7-30-62	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow - South).
229	S - 73 (4)	8-1-62	8.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (East of Reserve).
230	S - 121 (3)	7-15-62	5.3 miles grading, drainage, and aggregate surfacing. (Utica East).
233	S - 167 (6)	7-15-62	5.0 miles grading, drainage, surfacing and bituminous surface treatment. (Northwest of Harrison).
236	S - 260 (3) U 1	12-29-61	11.4 miles aggregate surfacing and plant mix bituminous oiling. (Lodge Grass - West).
237	S - 90 (4)	12-29-61	8.0 miles grading, drainage and aggregate surfacing. (South of Hyeham).
240	S - 291 (6)	6-30-62	5.4 miles grading, cement stabilized base - drainage, plant mix bituminous and seal coat oiling. (Northwest of Avon).
243	S - 179 (4)	8-15-62	6.3 miles grading, drainage and aggregate surfacing. (Hogeland West).
	OFF SYSTEM PROJECTS		
301	FHP - 2 - A2, B2, & 12-A2*	1961	7.2 miles grading and aggregate base. (Two Medicine Road & Approach - Northwest of East Glacier).
302	NP - 8 - A2*	1962	0.5 miles grading, drainage, surfacing and bituminous surfacing - One 160 foot concrete girder bridge - McDonald Crack. (In Glacier Park - North of West Glacier).
303	R - AD - 7 (1)*	1962	8.7 miles grading, drainage and aggregate surfacing. (Brooks East).

* - - - - - - - - - - Bureau of Public Roads Projects.

The new road up the Madison Canyon between the slide and Hebgen Dam is nearly completed as far as grading is concerned, and this photo shows a view of the road, looking from the foot of the slide toward Rock Creek Bay. Considerable difficulty was experienced by the Bureau of Public Roads in getting the fill up to grade across the bay. Additional work on the Madison Canyon road is expected to be announced soon by the BPR.

AN ENGINEER AND AN ACCOUNTANT SIZE EACH OTHER UP

(Give and Take)

An Accountant—(from an engineer's viewpoint)

The typical accountant is a man past middle age, spare, wrinkled, intelligent, cold, passive, noncommittal, with eyes like a codfish, polite in contact, but at the same time unresponsive, calm, and damnably composed as a concrete post or a plaster of paris cast; a human petrification with a heart of feldspar and without charm or a friendly germ, minus bowels, passion or sense of humor. Happily, they never reproduce and all of them finally go to Hell.

An Engineer—(from an accountant's viewpoint)

The typical engineer is a large full-blooded enthusiast, a cigar smoker, with hair on his chest and a Y.M.C.A. secretary's smile. He talks in astronomical figures and abhors detail. His limits of accuracy are plus and minus $5,000 and he brags if he stays within these limits. He is the despair of auditors, only exceeded in this respect by social workers. Happily he is a mule without pride of ancestry or hope of posterity and goes to an early grave, cheerily waving a slip-stick, mourned by none and remembered only by creditors.

HIGHWAY DEPT. LOSES TWO GOOD FRIENDS

We were saddened by the untimely death of Fred Nicholson and Hubbard Allen, who were on their way to Helena to meet with the Highway Commission on November 28, to request that Highway 12 be improved in Montana.

Mr. Nicholson had been a long friend of the Highway Department, and was dedicated to the improvement of highways in Montana, and at the time of his death was President of the Montana U. S. 12 Association. He and Mr. Allen both leave a host of friends not only in Roundup, but throughout the State.

NEWS FROM THE DIVISIONS

Bozeman Division

Bozeman Division Engineer George A. Barrett's attractive daughter Elaine, is being sponsored by the Spokane Lions' Club as a candidate in the current Miss Spokane contest. Elaine, who has been employed in the Traffic Department of Northwest Airlines in Spokane for the past two years, has traveled extensively during that time.

Charlotte S. Koch, Correspondent.

Great Falls Division

Some new faces have appeared in the Great Falls office. With one clerk retiring Jan. 1st, and another taking time out to contribute to the world's population, two lovely ladies have been hired as their replacements. We are most happy to welcome Virginia Dunn and Donna LaFournaise. Donna was a former clerk in the Havre Division.

Additional personnel were also needed in the R/W Section. Filling new assignments in this Department are Jack Lorenz as Administrator and James McKay and Jack Stephenson as R/W agents. To you men also, a hearty welcome.

After many years as a Motor Patrol Operator, David E. Bodkins retired November 15, 1961. In looking over Dave's personnel card, it is interesting to note he was employed June 1, 1927, as a "Driver, 2-Horse Russell Grader." It is most unfortunate that Dave was forced to retire because of ill health.

With 35 plus years to his credit in State Service, Max L. Matzick, Division Mechanic in Great Falls also decided to retire. Max has 18 plus years in with the Montana Fish and Game Dept. and 17 years with the Highway Commission. Max also was informed by his doctor that it was for his best interests that he take it easy. We wish both these men an enjoyable retirement. Charles S. King has been appointed to fill Max's shoes as our Division Mechanic.

With the completion of project F 235(27) Armington Junction-Raynesford, another link in the Great Falls to Billings route has been forged. One more contract, to be let next year, will provide a "High Ball" highway from Great Falls to Moore Junction.

November 27, 1961, was a happy day for many Smeltermen living in Great Falls and working at the Smelter in Black Eagle. Occasion for this merriment was the temporary opening to traffic of the 1276' McGregor Bridge—Project F 395(4), across the Missouri river on 15th Street.

Glendive Division

We found the following short poem in an old Centerline paper found in some old papers in our supply room and thought you might like to use it to show that 10 years or more ago the problems and goings-on are just are they are today:

Oil All Patched, Storage Tanks Dry;
Weeds All Burned, Tools Laid by;
Positively Nothing to do
But Wait for the Snow to Fly.

We have had a change of personnel in our division again, with Mr. Daniel C. Goodale moving from helper's position up to Sectionman's position in the Circle area. Mr. Emanuel Wolf has been sectionman for a good many years in this area, but due to poor health, he has requested to be moved to Glendive in the position of night watchman and is to be in amongst the Glendive office and Shop Force starting November 16th. We are very glad to have Mr. Wolf working in Glendive and to have his family a part of the residents of our city and hope that Mr. Goodale will remain in his new capacity as many years, if not more, as did Mr. Wolf.

Also, Mr. Edwin Beyl, a motor patrol operator for the Glendive Division, has had several accidents causing numerous painful operations on his knees and this last accident just did the trick, because the last operation was the worst and the doctor asked him to take a job that would get him off his legs and no climbing exercises, etc., so he has chosen to leave our employ and take another type of job that will enable those knees of his to heal thoroughly. We hope that he will have a speedy recovery and that his knees will not get worse, but better and continue to get stronger so that he will not have any more trouble with them in the future.

Mr. W. K. Brittain left November 14th for Kansas City, Mo., where he and his wife Sara spent the Thanksgiving holidays with his younger daughter, Myrtle Doebler and family.

for the footings of the new Higgins Avenue Bridge in Missoula. The above picture shows the first bucket of cement being poured

HOW MANY OR HOW FAR?

Not being versed in astronomical distances, it is difficult to comprehend just how far you would go, if you were to travel the distance travelled by all the vehicles in a year of travel on Montana's Highways. Knowing that the Planning Survey Division has answers to questions we haven't even thought of, we asked them this question, and an answer was not long in coming. It shows that travel on our highways has increased nearly 50% in the last decade. We aren't even going to qualify the Planning Survey's answer, and if someone wishes to challenge the figures, we shall gladly change them upon proof.

In 1950, the total travel on our highways amounted to 1,956,367,000 miles, and by 1955, this figure had increased to 2,537,903,000. During 1960, the total increased to 2,958,737,000. The total for the ten-year period equals 28,119,878,000, or a little over a million times around the earth at the equator.

MORE ARITHMETIC

While we're on the subject of arithmetic, the safety section advises us that accidents: 1) subtract from your pleasure; 2) add to your discomfort; 3) divide your income; 4) multiply your worries.

BOWLING TOURNAMENT PROPOSED

It has been suggested and considered at Helena headquarters, to hold a State Highway Department Bowling Tournament, April 7 and 8 and 14 and 15, 1962. This is the inaugural and it is hoped that it will be made an annual affair.

Participants that do not currently hold an established league average will be required to establish a twelve-game average at any bowling alley in their city, this average to be certified to by the alley management.

The tournament will be handicap throughout and will consist of singles, doubles, team and all-events. Handicap will be based on 66⅔% of 200, with a maximum of 50 pins handicap per game.

A tournament committee has not been selected at this early date, but will be soon. Entry blanks will be forthcoming with pertinent information concerning the details and will be mailed to each Division as soon as practicable.

The CENTERLINE would like to have some reactions from the field on a tournament of this type. Pros and cons will be considered, so direct your comments, inquires, etc., to George Sime, Highway Dept., Helena, Montana, and let us hear from you.

A view of the old Higgins Avenue Bridge being destroyed.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana

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